RAILBOADS. BALTIMORE AND ORIO RAILROAD

WASHINGTON JAB. 8, 1886.
Trains between WASHIRGTON and BALTIHORR, and WASHIRGTON AND THE WHET,
see new run as follows, vis:
FOR BALTIMORE.
Leave daily, except Sunday, as 6.20, 7.30, and
11.10 a. m., and 2.30, 6. 30, and 7.30 p. m.
FOR MAY Succept Sunday, as 6.20 a. m. and
2.30 p. m.
FOR WAY STATIONS.
FOR WAY STATIONS.
FOR WAY STATIONS.

FOR WAY STATIONS SOUTH OF ANNAPOALS Leave at 6 and 6 20 a. m., and at 2 30 and

6.40 p. m. POR ANNAPOLIS.

Leave at 6.50 and 7.50 a. m., and 6.38 p. m.

No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR RALYTHORE.

Leave at 7.50 a.m. and 2.50 and 7.50 p. m.

On Sunday, at 7.30 p.

It leisy Station with trains from Salitimore to at Reisy Station with trains from Salitimore to Wheeling, ParkersSunry, &c.

Through tickets to the West can be had at the Washington Sinition Tricket Office at all hours in the day, as well as at the new office in the American Telegraph Suiding, Fennsylvania avenue, between Four-and-a-half and Sixih atreats.

For New York, Philadelphia, and Socion, ees advertisement of Trangal Line.

W. P. EMITH,

Master of Transportation.

L. COLE,

GEO. S. KONTE, Agent,

148-if Washington.

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRECT LINE ENTIRELY COM-STAGING ENTIRELY DISCONTINUED.

MILES SHORTER AND S HOURS QUICKE THAN BY ANY OTHER BOUTS.

TWIGE DALLY, (founday nights excepted,) as follows:

The fast and commodious stancer EENFORT, Capitain Frank Hollingshead, and C. VANDER-HILT, Capitain A. L. Colmary, will leave the wharf, foot of first sixes, Washington, two eduly, (founday nights excepted,) at 7a. m., and 4.52 p.m., arriving at Aquia Creek by 10.30 a. m., and 13.50 p.m., and thence by the Hichmond, Fredericks-burg, and Potomare Rallroad, now entirely completed, to Hichmond, sarriving there as 2.50 p.m., and 0.20 a. m., affording in Eichmond, and making someetions with the Richmond and Petersburg Rallroad for Petersburg and points south of Februshurg.

The steamer leaving Washington at 8.45 p. m., arrives in Richmond and Petersburg Rallroad for Petersburg hallroad for Petersburg the form of the Petersburg.

The steamer leaving Washington at 8.45 p. m., arrives in Richmond at 0.30 a. m., affording ample time for breakfast, and connection with the Richmond and Dawville trains for Daawille, Va., Creensboro', Ballabury, Charlotte, Rallsigh, Goldsborough, and Wilmington, M. C., and Chester, R. C.

hester, S. C.
On BUNDAYS leave WASHINGTON at 7 a. m.
Oly, and arrive in Richmond at 3.25 p. m.
Haggage checked through 10 Richmond from
(ew Jork, Philadelphia, Baltimore and Washngion, and accompanied by through baggage

New York, Philadelphia, Saltimore and Washington, and accompanied by through baggage
masters.

Through tiskes from N. Yerk to Richmond. 217 00

"Philad's 13 00

"Baltimore 10.00

"A Proper Saltimore 10.00

"Traderickaburg 30.00

Can be promred to Hew York at Se. 229 Broadway, and at Courtland street ferry. In Philadelphia, at the depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Broad
and Prime streets. In Baltimore, at the Camden
Stattles of the Baltimore and Ohle Railread Company. In Washington, at the Gompany's office,
at the corses of Pransprivation scenae and Birth
street, and on board the Potomae steambooks.

Passengers leaving few York at 7 and 8 a. M.

4 and 11.5 p. m. (Fill RT), and Railimore at 2.00

Washington at 5.20, 6 time to make connections
for Rictimore and Baggage

Washington and Baggage

Passengers by this Line passe by dayligh Mount
Varnon, and may have an opportunity of viaiting
several battle-fields near Fredericksburg, by
stopping at that point.

Beggage will be chasked from New York, Phildelphia, and Railimore to Washington, where it
will be mat by the baggage masters of this line.

Breakfast and anoper on board of steamers.

GRO. MATTINGLY, Superintendent,

Washington, D. O.

"D. HILLADELPHIA, WILMINGTON, AND

PHILADELPHIA, WILMINGTON, AND

Commencing MONDAY, December 19th, 1664, trains will leave depot, corner of Broad street and Washington avanue, as follows:
Express Train at 4.05 a. m., (Mondays exepted,) for Baltimors and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Parryman's, and Magnolia.

Way Mail Train at 8.15 a. m., (Sundays execut.) for Baltimore, stopping at all regular

liate stations.

Express Train at 1.15 p. m., (Sundays ex-specd,) for Baltimore and Washington, stopping spied,) for Baltimore and Washington, stopping t Chaster, Wilmington, Elkton, Perryville, and Harve-de-Grace.

Rand Harve-de-Grace.

Train at 8.50 p. m., (Sundays excepts) for Baltimore and Washington, stooping of Wilmington, Kewark, Ekton, Mortheauth, Carryville, Havre-de-Grace, Perryman's, and Margolik.

fagnolis.

Hight Express at 11.15 p. m., for Baltimore
Makhington, stopping at Chester, (saly to
take Baltimore and wakhington Passengers,)
Wilstington, Rewark, Elkton, Hortlesset, Peryville, and Havra-de-Grace
Passengers for Fetteen Monroe will take the

8.15 a. m. train.
ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilming-Leave Philadelphia at 11.60 a. m., 4.00, 6.30 and 10.00 p. m. The 4.00 p. m. train semests with Delaware Railroad for Mujord and inter-

Wilmington at 7, 15 and 9, 50 a. m. , 2, 30 and 6.50 p. m.
THROUGH THAIRS FROM BALTIMORE—
Leave Wilmington at 13 m., 4.24, 8.33 and 9.54

Daily National Republican.

VOL. VI.

WASHINGTON, D. C., MONDAY EVENING, FEBRUARY 5, 1866.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

RAILROADS. GREAT PENNSYLVANIA ROUTE TO

HORTH AND WRST. FOUR DAILY TRAINS. WINTER SCHEDULE:

ON AND AFFRE NOVEMBER 20, 1860, train will run as follows: Leave Wash'n. Leave Balto

TWO TRAINS ON SUNDAY, Leaving Washington at 3.30 and 7.30 p. m BLEEPING CARS ON ALL NIGHT TRAINS.

LOW PARE AND QUICE TIME. Care run through from Baltimere to Pitteburgh, Ries or Binfra, without change.

All Fee Takinis and any information apply at
the Office of the Great Pennsylvania Route, coraer Pennsylvania avenue and fixth street, under
Rational Holes, and Fouriseunt street, corner of
Pennsylvania avenue, opposite Willards' Hotel,
Washington.

J. N. DUBARRY,

Superintendent N. C. R. R.

E. J. WILKINS,

Passenger and Ticket Ayent,
JEO, GILLETT, Passenger Agent. nom-if

1864 ARRANGEMENTS 1864 NEW YORK LINES. THE CAMBER AND AMBOY AND PHILADEL PRIA AND TRENTON MAILROAD COMPA-

PROM PHILADRIPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARP AND KENSINGTON DEPOT,

WILL LEAVE AS POLLOWS, VIE: Pars.

At 12 m., via Camden and Amboy—C. and
A. Accommodation.
At 5 p. m., via Camden and Amboy—C. and
A. Express.
At 5 p. m., via Kensington and Jersey
City—Washington and N. T. Express.
At 64 p. m., via Kensington and Jersey
City—Washington and N. T. Express.
At 114 p. m., via Kensington and Jersey
City—Svening Mail.
At 115 (Night.) via Kensington and Jersey
City—Southern Mail.
At 15 (Night.) via Kensington and Jersey
City—Southern Express.
At 6 p. m., via Camden and Amboy—Acsommodation (freight and passenger:)
Int class ticket.

The 8.15 p. m. Evening Mail and the
(Kight) Southern Express will run daily,
others, Sundays excepted.)

PMILADELPHIA AND NEW YORF

Leave Walnut street wharf at 6 and 8 a. m., 13 m., and 2 p. m.
Leave Kennington Depot at 11.10 a. m., 2.55, 4.50 and 6.45 p. m., and 12.50 a. m. (aight.)
The 6.45 p. m. line runs daily; (all others, flundays accepted.)

NEW YORK AND PHILADELPHIA LINES Leave foot of Barelay street at 6 a. m. and 2 p. m. Prom foot of Cortland street at 7, 8, and 10 a. m., 12 m., 4 and 4 p. m., and 12 night. The 6 p. m. line runs d. liy; (all others, Sun-lays excepted.) W. GATMARR Access

M. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1863.

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILEOAD.

TWELVE DAILY TRAINS.

On and after MONDAY, October 16, 1865, train will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pittsburgh, Pa

Washington and a following the following at 2.50 as bollows:
DAY EXPRESS, daily except Sunday, at 2.50 as making a following at Johandown, Cohemangh, Gallifess, Alteona, and all principal stations, and making district connections at Mariabeth and the property of the following at the property of the pr

delphin for New York, Boston, and intermediate scients.

ALTOONA ACCOMMODATION, deally except sends, at 5.00 a.m., stopping at all regular actions between Pittaburgh and Altoons, and making close connection with trains on the Indiana Branch, West Phonaryivania Railroad, Ebousburg and Cresson Railroad, and Holliday, burg Branch. PITTEBURGH AND REIE MAIL, daily except Sunday, at 7.50 a.m., stopping only at Commangh, Gallitsen, Altoons, and all principal stations, making direct connection at farriaburg for MAIL ACOMMODATION, daily (congress of the connection of the c

ingdon, Lewislown, Millin, Newport, Marya-ville, Harrisburg, Lancasser, and Downingtown, At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and inter-mediate points. Sleeping care run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Alientowa

route.

JOHNSTOWN ACCOMMODATION, daily (except Sunday) at 4.55 p.m., stopping at regular stations between Pittsburg and Commangh, and connecting at Bairsville intersection with train on the Indiana Branch and West Pennsylvania railroads.

on the Indiana Branch and West Pennsylvania; rallroads.

FAST LINE, daily, except Sanday, at 9.30 p. m., stopping only at Comamagh, Gallitzen, Altoons, Buntingdon, Lewistown, Mifflin, Newport, Marywille, Harriaburg, Middleiown, Lancaster, and Downingtows, making connection at Harriaburg for New York, Baltimore and Washingtos, and at Philadelphia for New York, Soston and Intermediate points. Sleeping care run through in this train to Philadelphia and to New York on the Allentows ronte.

First Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.00 a. m.

Fiscand Accommodation Train for Wall's Station leaves daily (except Sanday) at 9.40 a. m.

Third Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.50 p. m.

Fonth Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.50 p. m.

Fonth Accommodation Train for Wall's Station leaves daily (except Sanday) at 3.50 p. m.

	Leave Wilmington at 7, 15 and 9, 30 a. m. , 2, 30	Second Accommodation Train for Wall's Sta-	L. M. COLE,	This most lucid speech he closed with a	fusion when he saw my grandfather, and	embracing the Northern Neck of Virginia	
	THROUGH TRAINS FROM BALTIMORE -	tion leaves daily (except Sunday) at 9.40 a. m. Third Accommodation Train for Wall's Station	General Ticket Agent. GEO. S. KOONTZ,	other shriek longer and shriller than any	reckon you are surprised, sir, ' he said, "to	and intermediate points between Fredericks-	learned that the convention had adjourned,
	Leave Wilmington at 12 m., 4. 24, 8. 83 and 9. 54	leaves daily (except Sunday) at 3.35 p. m.	os Agent, Washington.	former one.	see me giving away broad before I've paid	burg and Richmond, Va Due at 3.30 p. m.,	so that I hope things there will rumain as
1		Fourth Accommodation Train for Walt's Sta-	agent, transaction	After an hour's traveling we were deserted	my debt. But just look round, sir. Those	departs at 7 a. m., closes at 6 a. m.	quiet as before. Indeed, so far as my ob-
	CHESTER FOR PHILADELPHIA Leave Ches- ter at 8.15, 10.14 a. m., 12.36, 8.15, 4.64, 7.20	tion leaves daily (except Sunday) at 6.00 p. m., Accommodation for Penn Station, stopping at	CARDNER'S PHOTOGRAPHIC ART	by all our fellow passengers, and seemed to	four loaves were all I had left, except what I	Annapolis Maillst. Due at 11 a. m., de-	
	and 9 05 th. M.	all stations between Pittsburgh and Penn, at	GALLERY,		can eat myself, and they were stale; so think	parts at 3 p. m., closes at 2 p. m. 2d. Due	felt by all classes of the people, except on
	and 9.06 p. m. SUNDAY TRAINS.	10.50 p. m.	INTELLIGENCER BUILDING			at 6.15 p. m., departs at 6.15 a. m., closes at	the part of a very few who are looking to fu-
	Express Train at 4.00 a. m. for Baltimore and Washington, stopping at Wilmington, Perry-	The Church Train leaves Wall's Station every	511 Seventh street,	entered, and as the railway man opened the			ture combinations involving the local and
	ville, Havre-de-Grase, Aberdoen, Perryman's	at 10.06 a.m. Returning leaves Pittsburgh at	ONCE MORE IN EUNNING ORDER.	door for them, I said to him, "Can you tell us why we are detained here so long?"	ti Bot oir ' said Beren "I want wan to	Alexandria, Va., Maillst. Due at 6 a. m., departs at 6 a. m., closes at 5 a. m. 2d. Due	I found everywhere in the South a large
	and Marnolin.	at 12.50 p. m., and arrives at Wall's Station at				at 4.30 p. m., departs at 6 p. m., closes at 5	
	Night Express at 11.15 p. m. for Baltimore	2.00 p. m.	The damage caused by the late fire has been so far repaired that business will be resumed	excursion train due directly, and we're	as I can be; but people won't buy stale bread		out for land and employment, and I doubt
	more and Washington passengers,) Wilmington,	Returning Trains arrive in Pittsburgh as follows:	THIS MORNING, (WEDNESDAY, October 4th.)	shunted off the line to let it pass."	_they won't indeed; and so I thought ' I had		not that during the next year all the land
	Nawark, Rikton, North-East, Perryville and	Mail 1.20 a. m.		"Horrid bore," said one old gentleman.		a. m., departs at 7 a. m., closes at 6 a. m. 3d.	which is cleared will be under cultivation, a
	Bayre-de-Grace. Train at 10 n. m. for Wil-	First Wall's Station Accommodation. 6.26 s. m.	forced throughout the setablishment,	"Disgraceful shame," said the other; "but		Departs at 12 m., closes at 11.30 a. m., due	
	mington and Way Stations. BALTIMORS FOR PHILADELPHIA.	Penn Accommodation 7.50 a. m.		don't let that make you unessy, young lady,"	"I think so, too," said my grandfather,		getic young men, and that all branches of
	BALTIMORN FOR PHILADELPHIA.	Second Wall's Station Accommodation 8.50 s. m.	THE COST IN TIME AND MATERIAL."		who was then quite a young man, "and I		business in Arkansas will be stimulated by
	Heave Baltimore at V. of P. St. Stopping as	Johnstown Accommodation	Mr. G. takes this opportunity to thank his nu-	ed' means nothing dangerous."	shall think so next Saturday and the Satur- day after."	Port Tobacco, Piscataway, and Duffield	the presence of a class of men which has not
	Also stone at Hikton and Newark (to take plac-	Baltimore Ewpress 1.30 p. m.	merous friends and customers for past kindness,	I was about to ask what it did mean, when, with a whis, and a great noise of cheering.		Mail_Due on Monday, Wednesday, and Fri-	
	sengers for Philadelphia and leave passengers from Washington or Baltimere,) and Chester to		and to say it shall be his constant aim to con- tinue to merit the very liberal assouragement	the excursion train shot past us, displaying		day, at 7 p. m. Departs on Tuesday, Thurs-	one part of the State to another, and Gen-
1	from Washington of Baltimore or Washing-	Fourth Wail's Station Accommodation 6.00 p. m.	heretofore extended to him. oot-dif	a long, long succession of second and third-	In course of time the debt was paid, though	day, and Saturday, at 7 a. m. Closes at 6 80	eral Reynolds is rarely called upon to afford
	ton.	Altoons Accommodation and Emigrant 10 80 to to	FINITE IS TO STUP NOTICE THAT THE		almost every Saturday those old people hob-		military protection to any one, white or
	Leave Wilmington for Philadelphia at 6.80	An Agent of the Excelsior Cumbbus Company will pass through each train before reaching the	THIS IS TO GIVE NOTICE, THAT THE			Upper Marlboro', Md., Mail-Due at 3 p.	
1	P. M. PROM BALTIMORE TO PHILADELPHIA.	depot, take up checks and deliver baggage to any	Court of Washington county, in the District of Co-	bers of delicate-looking children.	rights were found to increase with his busi-	m., daily, departs at S a. m., closing at 6.39	
1	Terry Beltimore S. 25 a. m Way Mail: 1, 10	part of the city. Office No. 410 Penn street over	lumbia, letters of administration on the per-	"Disgraceful shame !" repeated the stout-		a. 10.	Major General Commanding.
1	p. m., Express; 4.25 p. m., Way Train; 6.35	day and night, where all orders for the move- ment of passengers and baggage will receive	sound estate of Only P. Anderson, late of	est of the old gentlemen, "bere's our train			
1	THAINS FOR BALTIMORE	prompt attention.	sons having claims against the said deceased	twenty minutes late; twenty minutes, sir, by	stale loaves, 'being he was in debt;' then he had a right to give away all that was left.		First in PRACE as it has been during the
1	Leave Chester at 8.57 a. m., 1.50 and 11.60		are hereby warned to exhibit the same,	OT should think " said my brother " that	"being he was out of debt." While he was		war, and first in the estimation of the American
1	P. m. Vilmington at 5.13, 8.40 a. m., 2.25,	phia express at 2.30 p. m. on Mondays. NOTICE.—In case of loss, the Company will	with the vanchers thereof, to the subscriber, on or before the 20th day of January next; they	this is not a grievance of very frequent oc-	single he had a right to bake dinners for no-	from the North, and but one from the West	
1	4 68 and 12 26 p. m.	hold themselves responsible for personal bag-	may otherwise by law be excluded from all	currence mail trains are not often obliged	thing, "being ne had no family to save for."	and Northwest, due at 6 a. m. and 11 a. m.	Phalon's "Night-Blooming Coreus!" is a great
	PREIGHT TRAIN, with passenger our at-	gage only, and for an amount not exceeding \$100.	benefit of the said estate.	to give way to the convenience of the ex-	When he was married he had a right to con-	Mails departing on this day for these routes	staple of commerce in all parts of the United
1	tached, will leave Wilmington for Perryville	W. H. BECKWITH, Agent,	Given under my hand this 30th day of Janu-	cursionists; but we were behind time when	sider the poor, "being, as he was, so pros-	close at 4.45 p. m. For Norfolk, Old Point	States. Its sale during the past year has been
l .	ianli H. F. SENNEY, Superintendent,	Station, on Liberty and Washington streets.	ja30-w3w* Administrator.	we got up to this station, and us we must	perous as to have enough for his own, and	Comfort, and Portsmouth, Va., at 2 p. m.	literally colossal. Obtainable everywhere.
1			The state of the s	A.			The second of th
1							
1							

ORANGE AND ALEXANDRIA RAIL

O ROAD.—THEOUGH by RAIL FROM WASH-INGTON ASD ALMXANDRIA TO RIGHMOND AND LYMCHBURG. On and after FRIDAY, September 1, 1965, the trains on this road will run as follows:

Arriva is histhmond at 5.p. m. and 5.s. m.

Arriva at Lynchburg at 6.20 p. m. and 4.s. m.

TRAINS NORTH.

Leave Lynchburg at 6.30 s. m. and 7.15 p. m.
Leave Blehmond at 7 s. m. and 7.15 p. m.
Leave Blehmond at 7 s. m. and 7.15 p. m.
Leave Bordonsville at 12.30 p. m. and 2.30 s. m.
Arriva at Alexandria at 4.30 p. m. and 2.30 s. m.
Arriva at Alexandria at 4.30 p. m. and 9.23 s. m.
On Sundayslesve Washington at 5.30 p. m. only.
Local Ireigh train leaves Alexandria at 4 s.
m., arriving in Gordonsville at 11, 40 s. m.
Leaves Gordonsville at 12.35 p. m., arriving in
Alexandria at 5 p. m.
Through freight train leaves Alexandria at 3 s. m., arriving in Lynchburg at 7.10 p. m.
Leaves Lynchburg at 3.30 s. m., arriving in
Alexandria at 4.10 p. m.
Passengers from Warrenton will take the 7 s.
m. train south from Washington, and the 6.45 s. m.
train south from Washington, and the 6.45 s. m.
trains from Kiebmond connect with trains at Washington for all parts of the North and
West.
This route has the advantage over all others by

at Washington for all parts of the norm and West.

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 465 miles.

It also passes through Pairfax, Buil Run, Mananas, Bristow, Cattest's, Rappahanaock, Calpoper, Orange, and Gordonaville, where many of the great battles of the late rabellion were fought.

Tickets can be procured in Adams' Express Building, opposite the B. and O. R. R. Depot, in Washington; also, at the Depot, on Maryland Avenue.

Trains leave the corner of First and C streets,
Washington. W. H. McGAFFERTY,
Supering and Constituted Constituted

ALEXANDRIA, AND GEORGETOWN RAILBOAD.

The Washington, Alexandria and Georgelewn Rallroad Company having restmed possession and control of said road, will, on sind after MON-DAT, JANUARY 10th, 1906, unpassanger trains selween WASHINGTON and ALEXANDHIA as ollows:

bat., as Washington and Alexandria as followed washington and Alexandria as followed with the control of the co LOCAL ACCOMMODATION TRAINS.

her notice;
LEAVE ALEXANDRIA at 2.45 s. m. and 4 p.
m., reaching Maryland avenue depot at 10.15 s. m., reaching Marjanan avenue m., reaching Jap. m., LKAVE WASHINGTON at 1.30 and 5 p. m., LKAVE WASHINGTON at 1.30 p. m. 43° The Ticket Offices will be opened twenty minutes prior to the starting of each train, and passengers are respectfully requested to purchase the starting of each train, and passengers are respectfully requested to purchase the starting of the corn.

43- PREIGHT deathed for ALEXAYDRIA, and all points South, will be reserved at Mary-land Avenue Dopot from 7 s. m. until 3 p. m., and forwarded at 0 and 11 s. m., and 2 and 4. 20 p. m. PREIGHT destined for WASHINGTON, and all points North and West, will be received at the Local Freight Depot, corner of Duke and Henry streets, Alexandria, from 7 a. m. until 1 p. m., and forwarded at 8 and 10 s. m., and 1

Alexandria Raliroad, to GORDONSVILLE, LINGHBURG, and all points further South, can be obtained at the office of the Orange and Alex-nadria Raliroad C napany, opposite the Baitt-more and Ohio Raliroad Depot, and at the office of the Washington, Alexandria, and Georgetown Raliroad Company, corner of Minth street and Maryland avenue, Washington, D. C.

45 COMMUTATION AND ROUND-TRIP FICKETS between WASHINOTON and ALEX-ANDRIA can be obtained on application at the office of the Company, on Maryland avenue, Wash-

office of the Company, on Maryland avenue, Washington.

App For further information apply at the office of the Company, corner of Ninth street and Maryland avenue, Washington, D. C. A. STEVENS,
General Superintendent.

W. J. PHILIPS,
General Manager,
WASHINGTON, D. C., Jan. 10, 1896. ja30-if

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND BEW

I HAVE A RIGHT.

We, as a nation, are remarkably fond of talking about our rights. The expression, "I have a right," is constantly in our mouths. This is one reason, among some others, why it is fortunate for us that we speak English, since this favorite phrase in more than one constantial tongue has no precise equivalent.

Whether the nation's phrase grew out of the nation's character, or whether the happy possession of such a phrase has helped to mould that character, it is scarcely now worth while to inquire. Certain it is that those generations which make proverbs make thereby laws, which govern their children's children, and thus, perhaps, it comes to pass that this neat, independent Anglo-Baxon phrase helps to get; and keep for us the very rights it tells of. For, as under some governments it is true that the dearest and most unalienable rights of the race goby the name of privilege, indulgence or immunity, a concession, and not an inheritance; a gift and not a birthright; while sucient rights, in our sense of this word, merge into mere privileges held at the ruler's will, and having been once called privileges, may be exchanged by thus for other privileges which may amount

said that they have a right to traverse them; and in fact very soon they weil! have a right by the law of the land; for to prove the right they need only show that they have enjoyed the privilege "time out of mind." And then, again, Baght is very unfair to his cousin Privilege, for by the laws of England sixty years constitute "time out of mind."

By taking the trouble to investigate, any person may find many parallel cases, and so we keep the path of liberty. First we got that path as a sort of privilege which was winked at; then made out that we had a right to it! next we proved that it wanted widening, and then paved it handsomely, made a king's highway of it, and took pains to have it constantly in repair.

ang anguway of it, and took pains to have it constantly in repair.

Now, it being an acknowledged thing, my dear friends, that we have rights, and that we like to have these facts well known to all whom it may concern—how glad you will be if I can point out to you certain rights which some of you have scarcely considered at all I have met with numbers of worshipful old gentlemen, industrious young workmen, and been seen on a summer vening, sanutage shop door and exercising the rights he, when it so happened that I heard some y countrymen also discoursing about rights, and the more they talked, the petty and insignificant seemed their a compared with those of Mr. Bryce, the

We took our tickets at the London ter-minus of the Great Northern railway, and entered an empty carriage; in a corner seat, however, a gentleman's great-coat was lying; presently a lady got in, and now the two vacont seats were, it so happened, as far as

presently a lady got in, and now the two recent seats were, it so happened, as far as possible asunder.

The next arrivals were another lady with a little girl about four years old. Without any besitation she took up the coat, and placing it in another corner seat, eather child in the division near herself.

Had she a right to do this? you inquire. Certainly not; and she was soon reminded of that fact, for just at the last minute a calm and rather supercillous-looking young man entered, glanced coldly at her and said: "I must trouble you, madam, for that seat; I laid my cost on it some time ago, and also turned the cushion; I really swar request you to leave it, as I have a right to it."

He laid as strong an emphasis on the must as if to turn her out was a stringent duty. Perhaps she thought so, for as she glanced, in rising, at the child, she said, with a smile at the youth, who was quite young enough to be her son, "Certainly you have an undoubted right to this seat;" and then added, "but I suppose no one would have disputed your right to give it up to me, if you had chosen."

stop a quarter of an hour shortly, we should seemsthing over." When he had ten children, bears a state of the same line, and behind us."

"Well, I can't make to their being detained matter to me; I paid for my ticket, and I've a right to be taken on."

"Gertainly," said the other; "no man has a right to interface with my business for the sake of his pleasure, such new-langiad nations! What's the good of a day's pleasure to the working-classes," my brother suggested, 'that they have plenty of time to consider, 'that they have plenty of time to consider the time time to consider the time time to consider the time time time time

advise you to keep your people clear of them."

"And very proper, too," replied the other; "there are plenty of people that will receive them; there's your neighbor, Sir Edward, who's happy and proud to entertain as many as they like to pour into his domain."

Upon this they both laughed, as it appeared, in pity of the said Sir Edward. "Well, well, every man has a right to his own opinion." (N. B., is that a fact?) "Sir Edward wanted me the other day to subscribe to some new baths and wash-houses. "My good fellow," I said, "when all the paupers in London can earn their own living it will be time enough to talk of washing their fages; but for goodness' sake let 'em earn dinners before you offer 'em Windors coap, and hate before you offer em Windors coap, and hate before you find 'em pomatum."

"And may I know what Sir Edward said in reply?" I inquired, addressing the old gentleuman.

He seemed to consider. "Well," said he,

dirty, I couldn't abear the sight of 'em, so I'm cleaning, you see."

But enough has been said about the rights of other people; let us now turn to Mr. Bryce, the baker.

Bryce was working for a baker in the village near which my grandfather lived. His master died suddenly, leaving a widow and nine children. Bryce was an enterprising young man, and had been thinking of setting up for himself. My grandfather, however, heard that after his master's death he gave up this wish, and continued to work at his up this wish, and continued to work at his former wages, trying to keep the husiness together for the widow. Happening to meet him, he asked him if this report were true! "Why, yes, sir," and Bryce: "you see no-body else would manage everything for her without a share of the profits; and nine children—what a tug they are; so as I have no-body belonging to me—nobody that has any claim on me."—

"But I thought you wanted to set up for

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND MEW
YORK.

WASHINGTOS, October 29, 1855.

Trains between Washington and New York are now run as follows, vir.

PIR NEW YORK, winder change of care,
FIR NEW YORK, whenging care at Philadelphia,
Done and the west.

Leave deally (except Sunday) at 1.15 a.m., and 4.35 a.m.

Leave deally (except Sunday) at 1.30 and 11.15 a.m., and 4.35 a.m.

Leave deally (except Sunday) at 1.30 and 11.15 a.m., and 4.30 and 7.30 p.m.

Leave for Flew York at 6.30 p.m. only.

Leave for Philadelphia at 7.30 p.m. only.

Have for Philadelphia, New Tork, or Boston, can be had at the Station office at all hours in the day, as well as at the new office with the child disappeared from our view, the owner of the seat equalized, "Cool!" and shours in the day, as well as at the new office with in: "When a man has a right to agree with in: "When a man has a right to agree with in: "When a man has a right to sake the washington. Bailtimore, and Ohlo railroad advariteement for schedule between Washington, Bailtimore, and Ohlo railroad advariteement for schedule between Washington, Bailtimore, as a fight to sake the state of Transportation.

Master of Transportation.

General Ticket Agents.

General Ticket Ag that I get, and huri nobody by it. 'I have a right' to help her, poor soul, as I've a mind to."

Som after this the widow took to dress-making, and did so well that she wanted no help from Bryce, who now set up for himself, and borrowed a sum of money from my grandfather to begin with. At first he was so poor, and the weekly profits were so small, I that he requested my grandfather to receive I the trific of interest monthly, and for the first two months he said it 'completely oleared him out' to pay it. My grandfather was, therefore, rather surprised one Saturday evening, as he sauntered down the village street, to see four decrept oid people hobbling down the steps of his shop, each carrying a good-sized loaf, and loudly praising the generosity of Mr. Bryce. The sam was just a setting, and cast a ruddy glow on the young baker's face as he stood leaning against the post of his door; but he started in some confusion when he saw my grandfather, and hastily asked him to enter his shop. "I reckon you are surprised, sir." he said, "to see me giving away broad before I've paid my debt. But just look round, sir. Those four loaves were all I had left, except what I can eat myself, and they were stale, so think what they'd have been by Monday morning."
"But, sir," said fiftyce, "I want you to see that I'm as eager to pay off that money as I can be; but people won't buy stale bread—they won't indeed; and so I thought 'I hand a right' to give away those four loaves, being they were loft upon my hands."

"I think so, too," said my grandfather, who was then quite a young man, "and I shall think so next Saturday and the Saturday said they were loft upon my hands."

Sherman's Famous Field Order. The following important letter has been written by Maj. Gen. SHERMAN to the Presi-

Sin: I have the honor to acknowledge the receipt last evening of your letter of February 1, and in compliance with your request, inclose herewith a copy of field order No. 15, of 1863, with this brief history of its origin, and the reasons for making it.

The Hon. E. M. Stanton, Secretary of

or noo, with this orea sutery of its origin, and the reasons for making it.

The Hon. E. M. Stanton, Secretary of War, came to Savannah soon after its occupation by the forces under my command, and conferred freely with me as to the best methods to provide for the vast number of sagness who had followed the army from the intscier of Georgia, as also for these who had already congregated on the islands near Hilton Head, and were still coming into our lines. We agreed perfectly that the young and able-bodied men should be enlisted as soldiers, or smployed by the Quartermaster in the necessary work of unloading ships, and for other army purposes. But this left and for other army purposes. He this left are our hands the old and feeble, the women and children, who had necessarily to be fed by the United States. Mr. Stanton summoned a large number of the old negroes, mostly preachers, with whom he had a long conference, of which he took down notes.

After the conference he was satisfied the negroes could, with some little aid from the United States, by means of the zbandoned plantations on the Ses Islands and along the navigable waters, take care of themselves. He requested me to draw up a plan that would be uniform and practicable. I made the rough draft and we went over it carefully, Mr. Stanton making many changes, and the present orders No. 15 resulted and were made public.

I know, of course, we could not convey title to land, and merely provided "possessory" titles to be good so long as war and military power lasted. I merely aimed to make provision for the negroes who were obsolutely dependent on us, leaving the value of their possessions to be determined by after events or legislation.

At that time, January, 1865, it will be remembered that the tone of the people of the

consessions to be determined by a consistency of legislation.

At that time, January, 1865, it will be remembered that the tone of the people of the South was very defant, and no one could forcell when the period of war would cease. Therefore I did not contemplate that event as being so near at hand. I am, sir, with great respect, your obedient servant, (Signed) W. T. SRERMAN, Maj. Gen.

Washington City Post Office-Arrival and Departure of Mails.

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN IS published every afternoon (Sundays excepted) by W. J. Muntaum & Co., (No S11 Finth street,

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ndition of Affairs in the Late Re-

bellious States—Report of Major General Sherman.

To the Senate of the United States:
In answer to the resolution of the Senate of the John ultimo, requesting the President, "If not incompatible with the public interests, to communicate to the Senate a copy of the late report of Major General Sherman upon the condition of the States in his department, in which he has lately made a tour of inspection," I transmit herewith a copy of a communication dated Documber 22,1865, addressed to the headquarters of the army by Major General Sherman, commanding the military division of the Mississippi.

Amdrew Johnson.

Washington, Feb. 2, 1866.

HEADQ'AS MIL. DEV. OF THE MISSISSIPPI, ST. LOUIS, Mo., Dec. 23, 1865. leneral J. A. Rawlins, Chief of Staff, Washing

General J. A. Rumbins, Chief of Staff, Washing-General J. A. Rumbins, Chief of Staff, Washing-General J. A. Rumbins, Chief of Staff, Washing-General J. Law is a purpose to have extended my visit up to Fort Smith, but the Arkansas river was too low, and I limited it to Little Rock. The route usually traveled remains substantially as it was during the war, by way of White river to Duvali's Bluff, and hence forty-eight mises of railroad to Little Rock. The Arkansas river is at all seasons too preserious to be relied on, but the White river, lying in the alluvion of the Mississippi, retains at all seasons a depth of water of three and a half feet, as far up as Duvali's Bluff. The railroad hence to Little Rock is in good enough condition for all present pur-poses, and has been restored to the possession of the company who built it, and is operated to the satisfaction of Gen. Reynolds and his chief quartermanter, Col. Noble.

It would contribute much to our military convenience, as well as to the general inter-ests of the State of Arkansas, it the railroad could be finished to Memphis.

I saw Mr. R. C. Brinkley, of Memphis, resident of the railroad company, who

could be finished to Memphis.

I saw Mr. R. C. Brinkley, of Memphis, precident of the railroad company, who reemed very anxious to finish it, but said the company had lost he much by the war, that unless he could receive help from the Government he feared he could not undertake it. The road was once in operation from Memphis to Madison, on the St. Francis river, with a fine bridge completed over that stream, and at the time the Federal army occupied Memphis, in 1862, he had a thousand tone of railroad iron on hand, ready to be applied on the unfinished section between Madison and Duvall's Bluff; but this iron was taken by us and carried away to Colum-

be applied on the unfinished section between Madison and Davall's Bluff, but this from was taken by us and carried sway to Columbus, Kentucky, and used in repairs on the Mobile and Ohio railroad, then in our military possession from Columbus to Corinth. The costly bridge over the St. Francis was burned by the rebel Gen. Hindman.

Mr. Brinkley agreed, if we could help him to grade the road from Madison to Davall's hill, and to cut in the woods along the line the necessary number of ties, he would undertake to purchase on credit the necessary quantity of fron, and to construct the bridges necessary to make a continuous railroad from Memphis to Little Rock.

Gen. Reynolds has now at Helena these colored regiments, at Pine Bluff one, and at Little Rock another. He could easily apply the labor of two or more of these regiments to the grading of this road and in getting out the ties, and Mr. Brinkley agrees to pay for this labor in land belonging to the company lying adjacent to the road.

Gen. Reynolds, commanding the department, and Sprague, Commissioner for Freedment, and Sprague, Commissioner for Freedment, and Sprague, Commissioner for Freedment, and Sprague, Commissioner for Freedment and think we are sufficiently interested in this road to encourage it by all means. Accordingly, I ask that, unless it be proposed to muster out the colored regiments, that the War Department will sanction the plan so far as to authorize Gen. Reynolds to order the execution of the work during the present winter and spring months.

I found all the troops in Arkansas in good condition and well commanded, Gen. Rey.

winter and spring months.

I found all the troops in Arkansas in good condition and well commanded, Gen. Reynolds being admirably qualified and adapted to his command. Gen. Sprague also has the respect of the civil and military authorities. The negroes in Arkansas can all find profitable and lucrative employment, and are protected in all their rights and property by the civil authorities. I met no one, eitizen or soldier, who questioned or doubted that their freedom was as well assured in Arkansas as in Ohio. Gov. Murphy told me that negroes could acquire title to real estate or any kind of property, and that the courts, both Federon or soldiers, who have the court of the in Ohio. Gov. Murphy told me that negroes could acquire title to real state or any kind of property, and that the courts, both Federal and State, could and would protect them. There was an universal expression of confidence in the present condition of affairs, except on the part of some former rebels, who thought the present test oath prescribed for them was too stringent and severe. A convention of them, convened I know pat how.

vention of them, convened I know not how, was in session at Little Rock when I was there. A committee from it waited on Gen. Reynolds and myself, inviting us to attend. We agreed to go, provided no debate or pro-Washington City Post Office—Arrival and Departure of Mails.

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The Southern Mail, for Richmond, Peterstory, Releigh, Wilmington, N. C., and other at 7 n. m., doses at 5 p. m.

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